

INFORMATION REPORT INFORMATION REPORT

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COUNTRY East Germany

REPORT

SUBJECT VEB Industriewerke Dresden:
Production and assembly of
Aircraft

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This is UNEVALUATED Information

SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

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1. VEB Industriewerke Dresden (IWD) is currently engaged in assembling 50 MiG-15 aircraft from materials stored for the old 18th Main Administration (HV 18) and still on hand. The IWD is also supposed to manufacture, completely from raw materials, 85 IL-14 aircraft. It was originally planned to build 90 of these aircraft, but the number has been reduced by five.

2. The first MiG-15 and IL-14 aircraft completely assembled at IWD are to be ready for test flights by about 1 May 1956.

Flight-testing of

the aircraft is to be done at Dresden-Klotzsche by Bohrmann (fmu) and his assistant, Scheffel (fmu). Both fliers were employed in this same capacity at the rebuilt Junkers plant in Dessau in 1953.

3. VEB IWD is to receive from the USSR all parts, devices and instruments needed to assemble five IL-14 aircraft. The parts will already be toolled and will only have to be assembled at IWD. Originally it was planned to assemble only three IL-14 aircraft.

4. As of early November 1955, almost all the available typists at IWD were busy typing lists of the parts still needed for the five IL-14 aircraft and which must be furnished by the USSR. The list, when completed, is allegedly to be flown to Moscow direct.

5. A jig for the airframe (Rumpfheiling) of the IL-14 has already been completed by VEB Maschinen- und Apparatebau Schkeuditz and is set up in the IWD hall which formerly belonged to VEB Sachsenwerk Niedersedlitz. In early November 1955, at VEB Maschinen- und Apparatebau Schkeuditz work was in progress on the jig for the wing middle piece (Tragflaechenmitteilstueck - TFM) and on the jig for the wing outer piece (Tragflaechenaußenstueck - TFA). The delivery deadline for these jigs has not been met. The

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- 2 -

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Schkeuditz enterprise, however, is responsible for the delay, which is actually being caused by the Chief Technologist, Stollberg (fmu), who continually holds up work to make technical improvements on the jigs.

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- 2 -

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